

## Amendments to the Specification

Please add the following new heading before paragraph [0002]:

BACKGROUND      amendment to paragraph [0002] is not  
approved.    /XLN/ 4/9/10

Please amend paragraph [0002] as follows:

[0002] Compressed-air-operated brake systems are used in particular in utility vehicles. They frequently have a multi-circuit brake system having a front-axle brake circuit and a rear-axle brake circuit. Since the loading of the utility vehicle, and thus the load exerted on the rear axle of the utility vehicle, can fluctuate to a very great extent, the rear-axle brake pressure or the rear axle braking force is adapted to the load by an automatically load-dependent brake pressure regulating process (ALB). When the load is low, only a low brake pressure or a low braking force is permitted in order to avoid excessively hard braking of the rear axle. In order to influence the braking force at the ~~front-rear~~ rear axle, a load emptying valve is provided in the front-axle brake circuit and is generally integrated into the service valve. The braking force or the brake pressure at the front axle is influenced by means of the load emptying valve as a function of the brake pressure or braking force which is set at the rear axle. For this purpose, the load emptying valve is connected to the rear-axle brake circuit by a fluidic connection.

amendments to the specification from here forward are approved.    /XLN/ 4/9/10

Please insert the following two new paragraphs after paragraph [0002]:

[0002.1]    DE 199 47 753 A1 discloses a brake system of the generic type. In the fluidic connection between the control inlet of the load emptying valve and the rear-axle brake circuit, a check valve is provided which, when a brake slip regulating process takes place at the rear axle, is switched by a control unit into its shutoff position in which the fluidic connection is completely shut off.

[0002.2]    In addition, DE 32 13 281 A1 discloses providing a nonreturn valve in the fluidic connection between the rear-axle brake circuit and a pressure transducer which is assigned to the front-axle brake circuit. The pressure transducer is used, together with a brake booster assigned to the rear-axle brake circuit, to carry out the brake pressure regulating process as a function of the load. The nonreturn valve is controlled fluidically by the brake pressure prevailing in the

rear-axle brake circuit and is used to prevent pressure influences at the outlet of the pressure transducer which is connected to the front-axle brake circuit.

Please add the following new heading before paragraph [0003]:

#### SUMMARY OF THE INVENTION

Please amend paragraph [0003] as follows:

[0003] An object of the invention is to further develop such a generic brake system with a load emptying valve in the front-axle brake circuit to the effect that the load-dependent brake pressure regulating process at the rear axle can be carried out by means of an existing brake slip regulating system, for example ABS.

Please delete paragraph [0004].

Please amend paragraph [0007] as follows:

[0007] ~~According to a preferred embodiment of the invention, the~~ The check valve may be is embodied as a two way valve with an integrated nonreturn valve. This is in particular a nonreturn valve which in the shutoff position permits a rise in pressure in the fluid path between the check valve and load emptying valve, and accordingly at the control inlet of the load emptying valve. As a result, ~~it becomes possible that,~~ if, by means of the rear-axle brake slip regulating system, the brake pressure at the rear axle is increased compared to the time when the check valve switches into its shutoff position, the pressure which is present at the control inlet of the load emptying valve is also may be increased. Consequently, brake pressures which are limited to an excessively low value at the front axle are avoided by this.”

Please amend paragraph [0010] as follows:

[0010] It is also may be advantageous if both the automatically load-dependent brake pressure regulating process and the brake slip regulating process are carried out at the rear axle by means of the same pressure regulating elements of the rear-axle brake circuit so that there is no need for an additional brake pressure regulator to influence the brake pressure as a function of the load.

Please add the following new heading before paragraph [0011]:

## BRIEF DESCRIPTION OF THE DRAWINGS

Please amend paragraph [0011] as follows:

[0011] Furthermore, the invention will be explained in more detail below with reference to the exemplary embodiments ~~embodiment which is~~ illustrated in the drawing. ~~The single figure Fig. 1~~ shows part of a vehicle brake system in a schematic block illustration and Fig. 2 shows the service brake valve integrated with the check valve.

Please add the following new heading before paragraph [0012]:

## DETAILED DESCRIPTION

Please amend paragraph [0014] as follows:

[0014] The design of the rear-axle brake circuit 13 is analogous to that of the front-axle brake circuit 20. A pilot pressure for the rear-axle brake circuit 13 is fed to a control inlet 26 of a rear-axle relay valve 21 from a rear-axle valve 50 of the service-brake valve 11 in accordance with the position of the brake pedal. The rear-axle relay valve 21 is connected via the connection 24 to the compressed air supply of the rear-axle brake circuit 13, and the brake pressure which is requested at the control inlet 26 is set by said rear-axle relay valve 21 at the brake cylinders 14 of the rear-axle brake circuit 13. At least one rear-axle pressure regulating valve 15 for regulating the brake pressure, for example for carrying out antilock regulating processes, is arranged between the rear-axle relay valve 21 and the brake cylinders 14 of the rear axle, said rear-axle pressure regulating valve 15 defining a rear-axle pressure regulator and being actuated by the control device 19 for this purpose.

Please amend paragraph [0019] as follows:

[0019] ~~As an alternative to the illustrated preferred embodiment, it~~ As shown in Fig. 2, it is also possible to construct the check valve 17 as one unit with the service-brake valve 11 as shown or with the rear-axle relay valve 21 so that a more compact design of the brake system 10 can be obtained.

Please amend the heading on top of page 7 with the following amended heading:  
~~Patent claims~~ WHAT IS CLAIMED IS: